From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Allen Tucholski <allent@en.com>
Subject: 6 & 2 Meter Receiving Converters Forsale
Message-ID: <199602041354.IAA25797@en.com>

Hello, I must say I enjoy reading all the articles on BA.

I have for sale/trade 2 very nice near mint condition tube type receiving converters .

6 meter "Tecraft Cascode Converter" Model CC-50 (50-54 MC)
4 tubes, 6BZ7, 6BZ6, (2) 6J6. 19.5 Mc xtal (doubler = 39mc minus 50mc = 11 mc IF freq)
All original, manual, and schematic.
Requires 150 VDC, & 6.3 VAC.

$30 + shipping

----
2 meter Heathkit Model XC -2 receiving converter.

144 -148 (tuneable)
22 - 26 IF freq.
4 tubes, 6AM4, 6BS8, 6EA8, 12AT7
includes original manual, and alignment procedures.

9" x 5.5" x 4.75"

Requires 150 VDC, & 6.3 VAC.

$35 + shipping

Allen

NASA Lewis Research Center
Cleveland, Ohio

e-mail
allent@en.com

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: List Admin/Owner BoatAnchor Mail List <listown@jackatak.theporch.com>
Subject: ADMINISTRIVIA: DO *NOT* "PING" THE LIST!!!!

Message-ID: <9602032320.aa26993@jackatak.theporch.com>

Gang-

I *HATE* to have to remind everyone, but PLEASE DO NOT *EVER* "ping" the list to see if it is up and running...

Do the math: one ping plus headers equals 2KB time 900 subscribers equals 1.8MB That's MEGABYTES!

and if everyone does it, that becomes just under TWO GIGABYTES OF GARBAGE for theporch.com to try to deliver... and then, because surely that will break the system, the cycle starts again...

The "Welcome" message is quite clear about it:

7.   The listowner is happy to provide this service via a list processor that supports subscribe, unsubscribe, and address change functions via correctly formatted messages. Problems that cannot be resolved by sending e-mail to the list processor should be addressed to:

     listown@jackatak.theporch.com

Please *do not* submit such administrative messages to the whole list! Such messages only irritate the readers. If you remember only one thing from this message, remember that a "Help" message to the list processor (listproc@theporch.com) will get you instructions on how to unsubscribe or change your address.

I really *HATE* administrative postings... I'd vastly prefer reading about old radios, and firebottles, and the rigger's rigger, and never have to send one of these out...

Please, gang, just be considerate of the other nearly 900 on the list.
--
73
Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
            - - - BoatAnchor Mailing List Archiver/Owner - - -
listown@jackatak.theporch.com   ----   firebotl@jackatak.theporch.com

---

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: B&W5100 works...CX too!
Message-ID: <199602042338.RAA05763@ns.cyberhouse.com>

Many thanks to those who have offered advice and assistance with my B&W5100 plate xfmr problem. I finally decided to convert it to a bridge rectifier setup and wait for the xfmr to fry. This was incredibly easy....two diodes with anodes to ground and cathodes to the plates of the 5R4 rectifier, then unground the xfmr secondary center tap. I was getting about 140 watts of output into my tri-band beam on 20 meters. The first QSO was DX to a station near Helsinki. Second QSO was to Colorado as my first QSO of the CX.

This is fun!!

thanks again for all the help,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: USSAILIS@forum.phast.umass.edu
Subject: RE BC-348 Xtal
Message-ID: <01I0TQQETVDE00JDWS@rfd.oit.umass.edu>

There are two obvious solutions: 1. build up two oscillators, mix the signals and filter the output. Of course the oscillators must be 915 KHz apart. Use this output to drive the oscillator tube in the BC348.

The othr soln is to synthesize 915 MHz using a PLL. This will require an awful lot of tubes. You might use a chip. :)
Jim, W1EQO

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: GaryReed <deer119@allinux1.alliance.net>
Subject: BC-348-R burning resistors
Message-ID: <m0tj0TY-000pZvC@allinux1.alliance.net>

I am just about done rebuilding my BC-348-R power supply. When I first powered it up I cooked two resistors, the output plate resistor (73) and the 1st IF plate resistor (57-5). The tubes checked ok and I can not find shorts or low resistance paths to ground on the either side of the resistors. All components (except the resistors) look ok. The power supply has a 275-0-275 power transformer and used diodes. The B minus was grounded and I didn't know that it shouldn't be untill I read the info in boatanchors. I have a BC-348 conversion sheet published by radio shack that states "The receiver will operate satisfactorily with a B+ of 200 to 350 volts, but 250 to 300 volts is recommended. The max plate voltage of the 6K6 is 315 (RCA tube manual). So I have a couple of questions, what are most people running for

B+ for the BC-348's and can anyone suggest a reason why the resistors burned ? Also my copy of the schematic is very very poor and I have to redraw it as I go (connect the dots)
would someone be willing to sell me a good copy ? Thanks Gary WB8OFU

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Nick England <nick@cs.unc.edu>
Subject: best CX story so far
Message-ID: <199602042317.SAA21692@altair.cs.unc.edu>

John KZ4B fired up an ART-13/BC-348 combo for the classic exchange. He mounted a muffin man to cool the ART-13 through a lamp dimmer for speed control. When he keys the rig, RFI gets into the dimmer and makes the fan run faster - pretty neat cooling on demand, huh ?
:-)
73 to all
Nick KD4CPL (on the air today with 14 rigs totalling 554 years of age)
nick@cs.unc.edu

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: merrigan@ee.ualberta.ca
Subject: Biographical material request
Message-ID: <199602040505.XAA13398@uro.theporch.com>

Hello everyone:

I am assembling a database of bibliographical material on BA theory (tubes, transmitters, receivers.....), early radio history (1900-.....), and personalities (Collins, Hammerlund, Halligan, Sarnoff, Fessenden, Armstrong....). I intend to make this available to anyone who requests it (perhaps Jack could put it in the archives when I have more material).

So I am soliciting material from BA list readers. Send me your references, favorite books, sources, periodical references, article references, anecdotes, etc. Any and all contributions are gratefully accepted.

This endeavor has arisen out of my own researches in early radio history and the idea that sharing this information can only be good for our hobby (OK, OK our PASSION).

Replies via e-mail are preferred (at this stage, at least).

Thanks.

Shaun Merrigan

--

----

merrigan@nyquist.ee.ualberta.ca
University of Alberta
Edmonton, Alberta

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Command set rcvr wanted
Message-ID: <Pine.ULT.3.91.960204182348.25495A-100000@admin.aurora.edu>

I am looking for a non-mint command set receiver - the 1.5 to 3 MC range, which I believe is the R25/ARC-5 or the BC-454.

This must be mechanically OK with all covers, the tuning gang, and the front end coils OK, but I don't care about the rest of it - I don't need the tubes or any of the other under-the-chassis parts. I do want a set of 3 IF cans from any unit or combination of units, just so I have 3 IF cans I can gut and use as coil forms in the set. The project is to build a hetrodyne VFO for a 80-15 meter rig so I do want to use the tunable osc as is.

E-mail broehrig@admin.aurora.edu   73 de Bob, K9EUI

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: re: foothill
Message-ID: <199602041233.EAA08913@ix10.ix.netcom.com>

On Sat, 3 Feb 96 19:19:20 -0800,
David Adams   <dave@flowserver.stem.com> wrote:

>March, 2nd sunday of the month as per norm.

```
------>  should be the second Saturday.
                              --------

See you there!

- Jeff, WA6AHL




From boatanchors@theporch.com  Sun Feb  4 18:52:52 1996
From: Paul.Thekan@pgtp.varian.com (Paul Thekan)
Subject: Foothill Swap
Message-ID: <199602042332.PAA27352@pgtp.varian.com>

Greetings to all

      Picked up a Foothill Swap flyer at the CHRS meet saturday. Dates as
Follows:  ( 2 nd saturday of the month )

March  9
April  13
May  11
June  8
July  13
August 10
September 14

               Enjoyed meeting some of the BArs at the CHRS meet on
Saturday. The best deal there had to be the two gentlemen ( you know who you
are) who picked up each a R 390A for $30 and $40 ea. they looked nice and
the claim was that they neededed some attention but otherwised
worked.....great deal! All I got was a badly cobbled Scott SLRM for
$50...payed too much.

73
Paul  N6FEG

Paul Thekan - Speaking for Himself
Paul.Thekan@pgtp.varian.com




From boatanchors@theporch.com  Sun Feb  4 18:52:52 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: Foothill?
Message-ID: <85680.ddillman@igc.apc.org>

On Sat, 3 Feb 96 19:19:20 -0800,
```

David Adams <dave@flowserver.stem.com> wrote:

>March, 2nd sunday of the month as per norm.

Thanks!

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: MEC <danmec@inet.uni-c.dk>
Subject: FS : British Special Forces set
Message-ID: <Pine.3.89.9602042018.A18973-0100000@inet.uni-c.dk>

I have a PRC 316 HF clandestine set, as used by the S.A.S and the Paras.
4 w out. CW key built-in
2-7 MHz.

Price 380 US dlrs plus shipping

73 Rag oz8ro

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
Subject: FS: Swan 500 w AC supply - exc cond

Don Sarno
k0apm

------ Forwarded message ends here ------

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: Swan 500 w AC supply - exc cond

Message-ID: <42921.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All replies must go to the person making the post, not me.

----- Forwarded message begins here -----
From: DASARNO <dasarno@aol.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Bill Meara <w.meara@server1.codetel.net.do>
Subject: Guerrilla Valiant!
Message-ID: <9602041612.AA12440@server1.codetel.net.do>

I thought the Viking Valiant fans on the list would be interested in this: I recently picked up a copy of a book entitled "Rebel Radio, the Story of El Salvador's Radio Venceremos." A review in one of the radio mags had led me to believe that the book would contain lots of interesting technical info, but I found it to be long on leftist politics and short on good BA tech talk. Nevertheless, there are a couple of photos showing the guerilla radio station, with a big old Viking Valiant prominently displayed. I scanned the text for technical stuff. Looks like they were driving a 300 watt amplifier at one point. The Valiant was acquired in Mexico, supposedly from a student at the University of Guadalajara who had taken it out of a fishing boat (!). The Viking got good reviews from the rebels - the text indicates they were very upset when their first Valiant was lost in battle - they went out and got another one.

At one point the rebels decided to use a "Trojan Transmitter" to kill one of the Salvadoran Army's top officer. The plan was to place a remote controlled bomb inside a radio and let the Army think they had captured the transmitter of the Rebels' Radio Venceremos. The Army swallowed the bait and when the targetted commander flew away with the booby trapped rig, the rebels transmitted the "activate message" and blew up the helicopter. Was it the Valiant that they used as the Trojan Transmitter? No way, BA! It was a KENWOOD that the rebels had stuffed full of dynamite!

73 de N2CQR/HI8   "BAs in the DR"   74537.1100@compuserve.com

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Andy Wallace <wallace@mc.com>
Subject: Re: Guerrilla Valiant!
Message-ID: <9602042144.AA08006@kali>

La Voz de la Mosquitia (4910 kHz?) in Honduras has been using a Viking 2. Details were in two brief Electric Radio articles. Unfortunately, I don't have a QSL from that one.

'Course, you can't really count the numerous pirates who have used and loved Vikings and DX-100s and DX-60s..... :-)

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: "Darrel L. Nichols" <NICHOD@delphi.com>
Subject: HQ-150 observations
Message-ID: <01I0TEG9KJWI9D4DY6@delphi.com>

I have an exceptionaly clean HQ-150 with speaker, book and even the warranty card that came with it. It's about the cleanest 'BA' of 50's vintage that I have ever happened onto. I use it primarily for BDCST reception, however, due to the following problem which I hope someone will have some ideas on:

The rig has very poor calibration on all the bands above 3.2 MC or in other words any band tied to the bandspread capacitor. Below 3.2 is OK. For instance, if you zero the thing at 4.0 MC and crank down the spread dial to 3.96, it will be about 2.5 KC off. Attempts at re-alignment don't help. I can correct the main dial to read good at both ends, but it will be off by as much as 1 MC in the center.

Somewhere in an adv. brochure or magazine reference was given to a temperature compensation 'bi-metal' capacitor in the radio. This is not mentioned in the owners manual and is not apparent in the set. Any ideas? How close is the dial on yours?

This is the only Hammarlund I own with the exception of an SP-600 (those things actually DO burn while unplugged), so am not certain of what to expect of it.

N0DBX..........nichod@delphi.com

end

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: mikechat@ix.netcom.com (Mike Chatfield) (by way of kj7f@micron.net (Terry Dobler))
Subject: HT-37

Message-ID: <m0tjCD6-000QWTC@mis01.micron.net>

Group,

This is a forward (with permission) from Mike. He is looking to trade his HT-37. You must pick up (south of Kansas City. If you are interested reply to Mike rather than me.

Terry,

Well I brought the HT-37 up from the basement and checked it out. Still working very well. The serial # as far as I can make out is #047K18 --- if this is not it then I can't find any other number on the transmitter.

I looked at the cabinet, it is very good just a little paint off the very edge of the cabinet on front and some minor chips on top. The front panel is excellent, meter works okay, calibrate level control works in both positions. AM, LSB, USB, and CW work as well. The power cord is cracked an a little brittle. I ran it today for several hours in standby and checked after that and it was OK. I also have the manual and the rig was purchased new by a SK named Roy Minter K0WYP.

I have had it for a couple of years and used only a couple of times on 15 meters. You know I really don't think that the rig could be shipped safely since it weighs 80 lbs and couldn't be bounced around much.

I live about 40 miles south of Kansas City near a little town of Cleveland, Mo. right on the Missouri and Kansas state line.

Anyway that is about the info I can give you. In reference to trading I am looking for Hallicrafters receivers or 1930's radios.

Mike Chatfield KE0WN
mikechat@ix.netcom.com (Mike Chatfield)

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--
----------------------------------------------------------------
Mike Chatfield                    | Technology Consultant
Mikechat@ix.netcom.com            | Integrated Document Solutions
MChat.Kansas_City@xerox.com       | Xerox
"Document Management Solutions"   | 7501 College Blvd.
"Work Flow Solutions"             | Overland Park, Ks. 66210
"World Wide Web Solutions"        | 913-661-1249
"Enterprise Document Solutions"   | Member "Internet Society"
"Publishing Solutions"            | Member "AIIM"
----------------------------------------------------------------
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From boatanchors@theporch.com Sun Feb 4 18:52:52 1996

From: Henry van Cleef <vancleef@bga.com>
Subject: More on shattered ceramic switches
Message-ID: <199602040615.AAA27940@zoom.bga.com>

Well, I've got all four sections back together, assembled with the myriad spacers, etc. on the actuator, and ready to solder back into the circuit.

I ended up using cyanoacrylate "super glue" for the job. Not the easiest stuff to work with, but it seems to be an appropriate adhesive. Some comments, now that I have done four of these---and as I noted, they were pretty badly broken, into several pieces in each section.

First of all, get the "jigsaw puzzle" of pieces laid out in position to glue back together again. A test assembly, using masking tape on one side of the switch, will help determine what order to glue pieces back in. To get proper alignment, keep enough pieces in place so that the full circle is made by adding the piece you are gluing in.

Wet the surfaces to be glued, but don't put on much excess. Stick the piece in place, and hold tight until the glue begins to set.

Immediately, check that you can turn the rotor. It doesn't take much slop-over from the joint to freeze the rotor in position. Keep checking this every minute or so for about ten minutes.

Glue in the remaining pieces. The last one will require gluing two edges simultanenously. You should chose the order of assembly so that both edges will be under compression on assembly. Make sure, too, that the last piece will go into place with all the other pieces in place.

If you have to re-break a glued joint, "super glue" can be softened with acetone. Loctite sells a "super glue remover" gel in a tube, which is less volatile than plain acetone. Wet the surface on the glue line and let sit 5-10 minutes, then apply pressure to "crack" the joint loose. Wash all pieces liberally in acetone, then with detergent and hot water, using a stiff brush. Acetone seems to turn the stuff into a gel, not dissolve it, so you will have to remove the old glue mechanically before regluing. Allow to dry thoroughly.

Once all the pieces are glued in position, and you are satisfied that the assembly is OK, run additional fillets of glue on the accessible sides of the crack. This makes a big difference in building up strength across the crack line.

I'm still at a loss to explain the damage, unless it was vandalism.

I suppose if I weren't so **cheap** I'd part one of these G's out, and salvage an attenuator. But the only real parts units I've got are K's, and they have an entirely different attenuator setup. Around here, something has to really be in terrible shape before I part it out rather than doing something to get it working again.

--
****
Hank van Cleef vancleef@bga.com vancleef@tmn.com
****

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Andy Wallace <wallace@mc.com>
Subject: no HELP needed, Drake shaft fixed
Message-ID: <9602042141.AA08001@kali>

Hi, again!

"Success!" -- Jerome "Curly" Horwitz (Howard)

It turned out the trick was to remove the raceway from the chassis. Much tweaking from beneath the chassis got the thing un-tabbed and out. From there, it was a simple matter to reassemble the RF TUNE bearing and shaft. I put the raceway around the ball bearings and THEN put it in the rig -- with the meter removed of course. The tab is bent again, though not so far this time ;-) and I don't think things will fall apart again. The two setcrews sit in the groove on the shaft which drives the pulleys. I may get some Loctite.

Rig seems to put out 150W or better on CW on a pair of 6JB6As I got from a friend a few years ago.

On the 6146 substitution, rather than unsolder and lower the sockets, I'd raise the RF deck lid and the case lid. ;-D

--Andy

P.S. Lots of CX activity around 7060! I've only made a few contacts because it's been so BUSY. Dang it, no xtals, otherwise I'd be using the Comet Pro ('35) and something older than a Drake B-line. Heard K0AL (hi, Al!) but he didn't hear me.

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: Kevin Pease <hamradio@mm1001.theporch.com>

Subject: Re: no HELP needed, Drake shaft fixed
Message-ID: <Pine.LNX.3.91.960204161713.282A-100000@mm1001.theporch.com>

I had a T4X with 6146's in the final. THey were wired in permanently. The only caveat is that only 6146 without sufix would work since the ground shell at the base of the other tubes would prevent them from being inserted into the tube socket. I don't regret that someone had made that mod. I would never have reversed it. The transmitter worked real well. put out about 130 watts with no duty cycle problems.

Kevin Pease
WB0JZG Mount Juliet, TN.

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: flanders@GroupZ.net (Jerry Flanders)
Subject: R-390A/URR for sale
Message-ID: <199602042106.PAA18558@uro.theporch.com>

Many think this R-390A/URR is the best all-around receiver ever made. This one is a late model (one of the last production runs), made by EAC. It is big, heavy, uses tubes. Quality look, feel, and performance. 110 or 220 VAC. Even has ovens for oscillator stability.

Upper tuning limit 31.999 MHz

Has 6 IF selectivity filters (0.1, 1, 2, 4, 8 and 16 KHz).

Also 2 audio filter positions (Wide and Narrow).

2 meters (Line Level, Carrier Level).

Total of 17 knobs (Line Meter sw, Line Gain ctl, Ant Trim ctl, AGC sw, Limiter ctl, Audio Response sw, Break-In sw, Bandwidth sw, BFO Pitch ctl, Function sw, BFO sw, Dial Lock ctl, Zero Adj ctl, Local Gain ctl, RF Gain ctl, Megacycle Change ctl, Kilocycle Change ctl)

Rack mount style (no cabinet, but has all covers). 19 in wide, 10.5 high, about 15 deep.

No speaker. No manual (Fair radio sales has manual).

It is unusually clean, near-new appearance. I can furnish photos with SASE - ask.

$300 plus UPS if shipped.

Jerry Flanders W4UKU flanders@groupz.net
1767 Gregory Lake Road
North Augusta, SC 29841

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: daleh@skypoint.com (Dale A. Hagert)
Subject: R390A Manuals
Message-ID: <m0tj5gq-00051kC@skypoint.com>

I understand the manuals for the R390A are still available from the government printing office. If anyone has the information how to go about ordering the please let me know. I went to depot level maintainence tech school on the R390's in the Air Force in the early 60's, and had the course material plus manuals. I have not been able to find it, so the request for info wouyld be appreciated. Thanks Dale NM0H
Dale A. Hagert NM0H
3881 Serpentine Circle
Eagan, MN 55122
612-688-7155

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Radio Restoration
Message-ID: <71029.ddillman@igc.apc.org>

A while ago several list members mentioned a person doing high quality BA restorations - somewhere on the east coast if my memory is correct. Now that I'm ready to have the SP-600-JX-17 given the treatment, I of course can't find the contact information I need. Can someone please re-send?

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: launerb@crl.com (William H. Launer)
Subject: Re. VOLTAGE RATINGS OF MILITARY BOATANCHORS
Message-ID: <v01520d0ead39d73032a3@[192.0.2.1]>

Group,

The discussions on the voltage range for military equipment has been interesting. While the following data doesn't cover the WW II aircraft dc power system characteristics, it shows a little about the28 vdc bus characteristics in general. I'm sure the WW II aircraft dc generator systems were worse.

MIL-STD-704 (dated 6 Oct 1959) defines aircraft Category B dc power to have the following steady-state voltage ranges:

Start warmup 5 min. max.	Takeoff-climb cruise-combat	Landing 5 min. max.	Emergency
21 to 29	25 to 28.5	21 to 28.5	17 to 29

During "abnormal" conditions, the voltage could be as high as 80vdc for up to 0.06 seconds. Later revisions of MIL-STD-704 also define 600 volt spikes of 50 microsecond duration (if I remember correctly), usually due to unsupressed relay coils.

MIL-STD-704 superseded MIL-E-7894A (dated 17 May 1955). I had a copy of this spec at one time (we were designing equipment for installation in Navy P-3 aircraft), but I either lost it or left it when I retired.

Bill WB0CLD

Bill Launer
launerb@crl.com
wb0cld@wb0cld.ampr.org [44.46.66.25]
qrp-l #279   qrp arci #3551

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Remember: CX TODAY!! (Sunday)
Message-ID: <01I0T577HJYM00875B@ACS.EKU.EDU>

Check the Feb QST Operating Events for details, but CX,
Classic Radio Exchange operating event/contest is today from

1900Z totomorrow 0400Z (That's from 3 PM to Midnight EST)

Operating frequencies: 60 kHz up from bottom of band for CW; Novice/Tech plus 20 kHz up;
Phone: 3.880, 7.290, 21.380, 28.320 mHz

(just checked QST - that's in "Contest Corral," p. 108).

Exchange RS(T), name, state/province/DXCC country as applicable.

Check with me for scoring!!

Multiplier in the event comes from combined age of all receivers, transmitters, transceivers used that made at least three QSO's...

And mainly you get the fun of hearing all the great ones back on the air again (that's the equipment.....   ;)   )

73, Al N5AIT
modsteph@acs.eku.edu

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: "basalop" <basalop@eskimo.com>
Subject: TCS CRYSTALS (How I did it)
Message-ID: <199602040838.AAA19736@mail.eskimo.com>

My first rig was a TCS. Got my ticket in 1962. At that time the transmitter had to be crystal controlled. I did not want to do any hacking on the radio so that it could use the FT-243's. What I did was put a FT-243 rock inside the big Navy 3 pin jobs.

73 Jim K7SLI
basalop@eskimo.com

> Date: Thu, 1 Feb 1996 11:11:48 -0600 (CST)
> Reply-to: 103012.2130@compuserve.com
> From: "ROBERT W DOWNS, WA5CAB" <103012.2130@compuserve.com>
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: Re: TCS CRYSTALS (estate sale... BA 454)

> Stuart & Group,
>
> The FT-243 did not replace the larger 3-pin holders (Navy Type 40068 and 40130)
> used in the TCS and a few other Navy sets. They are contemporaries. The FT-243
> actually got dropped earlier, at least officially. It was replaced before the

> end of the war by the CR-n/U (CR-5/U, for example) although the older holders stayed in the inventory for many years, and many CR-5's still have FT-243 molded between the pins. The Signal Corps nomenclature for the 3-pin holders was apparently FT-249.
>
> BTW, I have a bunch of TCS crystals, mostly -40130's. No interesting freqs for the most part, but you can get crystals ground for them. Anyone interested, reply direct or smail.
>
> 73, Robert W. Downs, WA5CAB
> 103012.2130@compuserve.com
>
>
>

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: "Darrel L. Nichols" <NICHOD@delphi.com>
Subject: Viking II Drive
Message-ID: <01I0TE4YFHWI9D4EMC@delphi.com>

>Viking II drive pot running hot
>all do, etc.

Thanx all for the responses and for confirming my suspicion that current drawn through nichrome leaves heat!

A couple more observations: Larger wire wound pots are now available, (a 12.5 watt version offered in the Mouser catalog appears likely to fit).

A purist who requires the correct pot might consider the slight mod that I made to mine: Rather than remove the front panel, I cajoled the old unit out along with the L-bracket. Much verbalization helps with this procedure along with an assortment of looong nose pliers to remove the nut under the chassis. Once removed, knock some nickel off the nut and bracket then solder the nut onto the mounting hole in the bracket. This allows you to attach the rheostat to the L, wiggle it into place, then put the screw in from underneath. This probably took as much effort as removing the panel, BUT; it certainly will be easier NEXT time.

N0DBX..........nichod@delphi.com

end

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996

From: whittyd@nbnet.nb.ca (Don Whitty)
Subject: Wanted: Meter for SX-100
Message-ID: <9602041504.AA08765@darwin.nbnet.nb.ca>

I am posting this for a friend, Roger, VE1RV. Roger is looking for an orginal or "copy" of an original meter for his SX 100. Some one "forced" a CB type meter into it....but it just doesn't look right.

If anyone know where such a beast may be found or replicated please respond via my e-mail address.

Don,
VE9XX

Look for me in the CX tonight!

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: robert fowle <hammarlund@voyager.net>
Subject: Wanted: Radiotron designers HDBK 4th edit.
Message-ID: <199602041918.OAA17664@vixa.voyager.net>

Howdy:
this is for a friend of mine who doesn't have net access.
Please respond to him, or if push comes to shove e-mail me.

wanted: radiotron designers hand book 4th edition.
must be in very nice shape.

contact:
gary Cheek
810-731-6094
Utica, Mich.
Robert Fowle
the HAMMARLUND historian
Ph. 517-789-6721
E-mail: Hammarlund@vixa.voyager.net
1215 Winifred
Jackson, Mich. 49202-1946

List of Hammarlund manuals availible upon request.

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: MODSTEPH@ACS.EKU.EDU

Subject: WTB Morrow "twins" manuals
Message-ID: <01I0T5MR9PIQ00875B@ACS.EKU.EDU>

Need manuals or good copies thereof of Morrow equipment:

MB 560A Transmitter
MBR 5 Reciever

Could also use power supplies for them - or designs/schematics of the originals...

73, Al N5AIT
modsteph@acs.eku.edu

From boatanchors@theporch.com Sun Feb 4 18:52:52 1996
From: joecot@mars.superlink.net (Joe Cotignola)
Subject: Zenith Trans-O Electrolytic needed
Message-ID: <199602042235.RAA12003@jupiter.superlink.net>

Anyone have a source for the triple electrolytic is mounted in the chassis next to the rectifier tube ?? A puff of smoke, a burnt resistor, and the cap is the culprit . Help anyone ??

The preceeding message was generated at
superlink.net
for
joecot@superlink.net (WR2B)